



Experimental Aircraft Association Chapter 455 Newsletter Enid, Oklahoma

The Enid, Oklahoma, Chapter of the Experimental Aircraft Association normally meets on the third Sunday of each month at 2:30 p.m. in the Main Terminal Building at the Enid Regional Airport, Enid, Oklahoma. All members and their guests are welcome to attend. The Chapter 455 Web Page is located at <https://www.facebook.com/EAAChapter455/>. The Newsletter is published once each month by The Experimental Aircraft Association Chapter 455 Incorporated, Enid, Oklahoma. This newsletter is sent electronically to all EAA Chapter 455 members and to a selected number of other EAA Chapters across the region. Local membership dues are \$15.00 per year, payable in January. Editorial and Technical submissions for this publication are welcome and encouraged. Our Chapter mail address is: EAA Chapter 455, 1026 S. 66th Street, Enid, Oklahoma, 73701. Chapter newsletter editor: Dee Ann Ediger, PO Box 2403, Enid, Oklahoma 73702-2403 (580-548-6161 cell) or contact by e-mail at dediger@fairmontfield.com.

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June 2021 Edition

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June Meeting

EAA 455 will meet at 2:30 p.m. Sunday June 20 in the Woodring Terminal Conference Room. Discussion of the June Young Eagles Day following the Vance Aviation Activity Week will be finalized.

Refreshments will be served!

Calendar of Events

June 19 – Chickasha Wings & Wheels Fly-in All Day (KCHK)

June 19 – Woodring Fly-in Breakfast
7:30 – 10 a.m. \$8 per person (KWDG)

June 19 – EAA 671 Haskell Pancake Breakfast 8-11. (2K9)

June 19 – Stearman Field Fly-in 7 to midnight (1K1)

June 20 – Alva Donuts & Coffee 8-10
Donations. (KAVK)

June 26 – International Aerobatic Club Open House Augusta KS (3AU)

June 26-27 – Eisenhower’s Aero Commander Air Force One Wiley Post Airport Sat 10-4, Sun 10-3 Free Admission (KPWA)

June 26 – EAA 24 Fly-in Breakfast 8-11 at Sundance Airport (KHSD)

June 26 – Parsons Kansas Biscuits & Gravy Fly-in 8-10 (KPPF)

June 26 – Air Capital Eagles Open House/Burger Burn 10-2 Augusta KS (3AU)

June 26 – Haskell Airport Coffee & Donuts 8-10 (2K9)

July 3 – Pauls Valley Antique Airplane Association Hamburger Lunch 11:30 (KPVJ)

July 10 -- EAA 377 Noon Potluck Sublette, KS 19S

July 10 – OPA Fly-away to Ponca City for Lunch

July 17 – David J. Perry Fly-in Breakfast 8-10 (1K4)

July 23-25 – Cushing Fly-in Fair (KCUH)

July 21-25 -- Ercoupe National Convention Wausau, WI (KAUW)

July 26 - Aug 1 -- EAA AirVenture 2021 Oshkosh, WI (KOSH)

Aug 14 -- EAA 377 BREAKFAST at Hooker, OK (O45) 9am.

Sept 11 -- Air Show in commemoration 9/11 20th Anniversary Scott City, KS (KTQK)

Sept 18 – Guthrie Edmond Annual Community Day & Fly-in 9 a.m. to 2 p.m. (KGOK)

Sept 18 -- EAA Chapter 88 58th Annual Air Capital Fly-In – 8AM Jabara Airport in Wichita (KAAO)

Sept 18 -- EAA 377 Noon Potluck, Mid America Air Museum, Liberal, KS (KLBL).

Oct 2 -- Syracuse/Hamilton CO (3K3) Annual Classic Fly-In.

Oct 13-17 -- Spartan Trailer Rally – Planes, Trailers and Automobiles (KTUL)

Nov 6 – EAA 377 Noon Potluck Plains, KS (2KS5)

May Meeting Notes

By Dee Ann Ediger, Secretary

EAA 455 met at 2:30 p.m. in the Woodring Airport Conference Room on May 16. Chapter President Ken Girty called the meeting to order. Treasurer Ron Hazlett reported \$2786.27 in the checking account and \$70 in the petty cash account.

Old business discussed included Terry Cox, chapter Young Eagles Coordinator, giving an update on the Vance Air Force aviation day-camp event with our chapter providing Young Eagles rides after the event has closed. The day camp will be June 21-14 and the chapter will give YE rides on June 25. The enrollment announcement included a maximum of 20 kids, but when the enrollment filled, there were two families who “begged” to be allowed in so that number may be 22. Terry said there will be a need for someone to volunteer for being in charge of paperwork since he will be out of town that weekend. Terry said he will call and get the national office informed for insurance purposes.

He also said he will reserve the extra room off the restaurant for registration. The Vance event is sponsored by the Air Force Association and is charging \$95 per participant to raise funds for JROTC and ROTC scholarships. In addition to the kit that Sue Hughes purchased and donated for the aviation camp, Terry Cox and Scott Northcutt each bought a kit so every attendee will have the supplies needed to utilize that. Terry also noted that the chapter will receive triple credits for every Young Eagles ride given in June and July.

The chapter voted to pay for and donate to the Woodring Airport another teeter totter like the one already in the viewing area. The last Woodring breakfast saw the teeter totter filled with kids and a second one could see additional activity. Chapter Vice President said he will order the kit on his account and accept delivery. It was suggested to research whether the chapter

can have a "Go Fund Me" drive to accept funds for possible future equipment for the airport.



The airplane teeter totter at the last Woodring breakfast fly-in received a good workout!

Secretary Dee Ann Ediger said the EAA hats have been ordered with the partial credit from prior year Young Eagles flights. They should be available for the YE event in June.

Dee Ann also said she received no response to her request for EAA Ford Tri-Motor scheduling so the chapter will probably table that until next year.

In new business, Deirdre Gurry, Web Coordinator, said she will resume updating the web page and asked if posting the newsletter is acceptable since the email addresses of the chapter officers are included and those may be picked up by spammers. Dee Ann noted the chapter email address is already getting some spam so the addresses are probably already in circulation. The chapter approved ordering decals with the facebook and website addresses to add to the EAA wing sign at the airport entrance.

Ken Hollrah presented some tech notes from the Cessna Pilots Association publication concerning generic issues from compass swing, nosewheel shimmy, etc. They are available for printout. He mentioned a note about using zip ties in the engine compartment which can result in cut lines from vibration. He also mentioned the report that compression tests can vary greatly from year to year. CPA noted a 600-hour test on a Continental TS10520 which had quite a range of test results.

Ken Girty gave a talk on the preventative maintenance items allowed to be performed by the aircraft owner. He mentioned the top ten overlooked maintenance items discussed by Mike Busch in Savvy Aviator, including control system play and tire pressure. He also said there are several EAA Webinars that if you miss them on the date they air that they are still available through the EAA website to view at your convenience.

Ron Decker, chapter Technical Advisor, talked about working on Paul Martens Cessna 180. He had Ken Hollrah assist by using his borescope to check valves and got a very good picture of a valve that had not been turning and was only generating 10 pounds of compression.

John Epley said he finished the installation of replacement door parts on his Bonanza. He ended up buying a used door and utilizing the parts from that. The parts worked well and the airplane is flying well.

Tim Benham told of his experience with the Aspen glass equipment that malfunctioned on a return trip to Woodring. He then took the plane back to Air Plains at Wellington because they had not updated the software on installation, resulting in a loss of function. It is working well now after the update.

Gary Rogers said he has not flown as much this winter because of the weather.

Deirdre Gurry flew Oklahoma Senator Denise Crosswhite to Altus for the fly-in/airspace event. Also at the event was Captain Ford who wrote "Black Cat 21" about his Vietnam service. She planned to go to the Tulsa Museum event the following Saturday.

Deirdre also reported she remedied the problem of checking the air pressure on her RV due to the wheel pants not allowing easy access to the valve stems. She installed a motorcycle pressure gauge that utilizes blue tooth communication to a software program on her phone.

Gene Martin said if anyone visits the Stafford Museum at Weatherford to note that his father signed off all of the engines used in the Gemini program. He also reported he has installed a new ELT that he purchased in a kit with a PLB (personal locator beacon) from Aircraft Spruce.

Wayne Janzen said he has learned to not park next the Paul Marten's C180 if you want your airplane to get any attention because the 180 "steals the show."

Mica relayed a story about his trip to the Oklahoma Panhandle where he and friends visited sites with hieroglyphics. He landed at a farmer's land where there was a short runway mowed out that allowed plenty of takeoff clearance, but just as he started his ground roll, the wind shifted from a quartering headwind to a quartering tailwind and he had to abort the takeoff because the plane was not getting off the ground quick enough. After turning around, he let his son out of the aircraft for safety insurance and took off into the wind successfully.

Cherokee is getting a chain link fence erected around the airport. Apparently, this is so FAA funding can be petitioned for future projects.

Ron Hazlett told of his C182 engine puzzle that he solved. A few weeks back he was doing a few touch-and-goes at Perry. During flight when he would pull the throttle to idle, the #5 EGT would spike. It also happened when he approached Woodring for landing. During taxi back to the hangar when he leaned the engine it also increased to at least 200 degrees higher than any of the other EGT readings. At idle the engine was running smooth. Upon removing the cowl to inspect the engine, it was discovered the intake manifold boot right in front of the #5 cylinder was loose resulting in excess air and excessive leaning on that cylinder. At meeting time, Ron and not yet flown the plane to see if the problem has been solved.

After no more news or business, the meeting was adjourned. Refreshments were served.

Member Snippets

Ken Hollrah and Dee Ann Ediger flew to Fayetteville, AR, June 5 for the Midwest Sonex Fly-in. Because of questionable weather, Ken opted to fly the C182 over with Dee Ann instead of taking the SubSonex.



Several builders received a demonstration ride and kept Jeff busy most of the morning.

Weather also kept a lot of participants from attending with only four aircraft making an appearance. There were several prospective builders and builders-in-progress to discuss their projects.



Attendees had their meeting under tent on the ramp.

Several vendors and suppliers donated door prizes including books, gift certificates, and a discount on a prop for a builder.

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From Tim Benham



Woodring's newest Private Pilot Brett Killion (right). He owns a Grumman Tiger and his wife is a T-6 instructor at Vance. Brett had his check ride this Saturday.

I am blessed to have been his instructor.

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From Dee Ann Ediger

After the airport painted the 17 series hangars a few years ago, the hangar numbers, which had faded over the years, were “enhanced” by the painters. (It looked like they took finger paints to the hangar signs).

I decided I was tired of looking at them and had a couple of peel and stick laminated overlays made for my hangar and Ken’s hangar at a local print shop. I don’t know how long they will last, but at least they look a little better now and match the colors of the hangars.



Hangar number before



. and after the overlay.

+++++

From Richard Hollrah

Seen at Woodring on Friday, June 4 -- Schizophrenic T-41C. On the right side is MARINES. On the port side is NAVY.





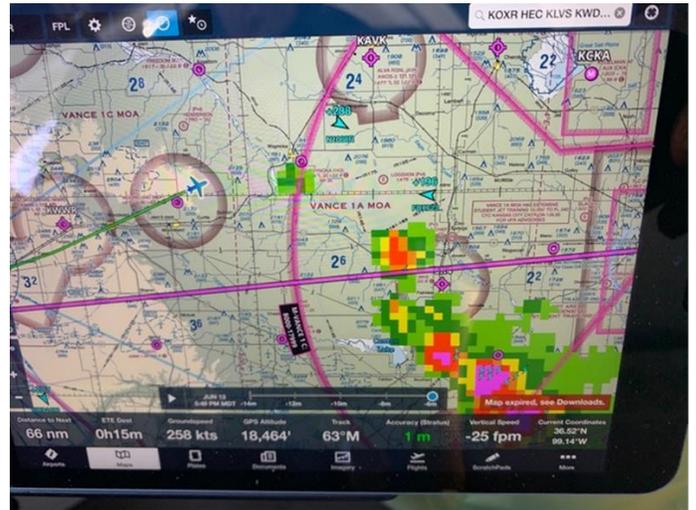
+++++++
From Rod Reim

Here are some I-phone photos that I took on the way home last week. The clouds and buildups were really beautiful in person. The photos are good but reality is better.

I could start to see the buildups 200 miles out. I was at 17,500' so air was clear. I initially thought I could go between the two cells but when I got closer it didn't look like the thing to do so I went around the North side.



This photo was 75-100 miles out. And is the main red buildup.



This is the GPS track that shows the ADS-b weather depiction.

As it ends up it was the right thing to do. There was lots of buildup between the cells.

Interesting note is the ADS-b didn't show it to be bad between the cells or that the north cell had built up that much.

Things to learn: don't trust the ADS-b for weather information. Give any buildup a wide distance around it.



This photo was going around the north cell.

After I went around the north side everything was fine and flying on into WDG was no issue.

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From Terry Cline

I had some trouble removing my right wing tank from my Quick Build wing on the RV14A.

The factory stripped two bolts when installing, and the plans say to remove the tanks from the wings to install fuel sensors and pressure test the tanks.



I took drastic action on the bolt heads by drilling them out, then snapping the heads off. It worked okay for both bolts, and I'm grateful that both bolts were easily accessible, because some are difficult to get to.

Replacing Plastic in a C150

By Richard Hollrah

As most of you have discovered, after 46 years (or less), the plastics on and in our planes crack and change color. My Cessna 150M was no exception.

The first piece of plastic I wanted to change was the center console beneath the instrument panel. Cessna calls the part a control cover. The original blue color had faded to an ugly blue-green-gray. Only three of the seven mounting holes still existed.

I checked with Plane Plastics and found they had one in stock, so I decided to fly the 49 nm up there and get one. I could have driven there in less time because it takes 20 minutes driving the opposite direction just to get to the airport. But what fun is that?

They make the part in white or black, but they only had the black one in stock. If they did not have a matching blue paint, the black plastic would have been OK.

I had decided to paint the part back to approximately the original blue if possible using the necessary SEM paint and preparation products. Looking at the paint color chart Plane Plastics had, I decided to go with Pacific Blue.

The other SEM products I purchased were:
39362 SEM Soap, 15 oz. tube. A mild abrasive cleaner used as the first step in refinishing flexible substrates.

38353 Plastic & Leather Prep, 16 oz. aerosol. A mild solvent blend to clean plastic and leather prior to refinishing.

38363 Sand Free, 16 oz. aerosol. A unique wet-on-wet adhesion promoter for ABS, PVC, and similar plastics.

15643 Color Coat, Pacific Blue. A special flexible coating formulated to restore or change the color of most vinyl surfaces, flexible and rigid plastics, carpet and velour.

Even though I was using a brand new plastic part, I used the same procedures that SEM recommends for reconditioning old parts.

The first step is to clean the part using the SEM Soap on a gray 3M Scotch-Brite scrubbing pad. Then rinse well with water after scrubbing.

The Plastic & Leather Prep is used next to further clean the part and to float off any particles from the scrubbing.

The next step involves the use of both the Sand Free spray and the Color Coat. Spray the item with a medium coat of the Sand Free and while it is still wet, immediately spray with a light coat of the Color Coat. The Sand Free contains some solvents that slightly soften the plastic and draws in the Color Coat for better adhesion. Additional coats as necessary can be added after about 10 minutes drying time.

I found that the three blue color coats gave excellent coverage over the original black plastic.

I am very satisfied with the end result of the process.



Original cover



+++++++
From Richard Hollrah

Can you guess what kind of airplane this is? Seen at Woodring on Thursday June 10.



It is a 1980 Israel Aircraft Industries Westwind 1124. It was originally designed and manufactured by Aero Commander and was then known as the Jet Commander 1121. It looks really nice for a 41-year-old jet.

+++++++
From Dee Ann Ediger

Although not in an airplane, I have spent several hours the last few days up in the air – in our bucket truck. The hangar at Fairmont Field is getting a fresh coat of paint.





New cover after painting



New cover installed

Note:

Since I purchased these products a few months ago, SEM has changed some product names and part numbers.

39362 SEM Soap is now also available as A39362 Aerospace SEM Soap.

38353 Plastic & Leather Prep is now also available as A38353 Aerospace Plastic and Leather Prep.

38363 Sand Free is now known as Sand Free Adhesion Promoter.

I don't know what changed in the aviation versions of the Soap and the Prep other than the label and possibly the price.

FAA Interpretation Draws Pushback

In a strongly worded letter to FAA Administrator Steve Dickson on June 8, AOPA and 10 other aviation groups warned the agency that its initial perspective on the recent Warbird Adventures decision by the U.S. Court of Appeals for the District of Columbia Circuit has serious, negative implications on the broader flight training community.

June 8, 2021

Honorable Stephen Dickson, Administrator
Federal Aviation Administration 800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Dickson:

We write today to urge the Federal Aviation Administration (FAA) to immediately revise in advance of issuance the proposed new flight training policies outlined in a June 4, 2021 letter, which reflect unnecessary and unwarranted guidelines based upon irrational legal positions. If the FAA were to issue and implement these proposed new policies, they will likely invite unnecessary legal battles while degrading safety.

It is dismaying to see the FAA's legal counsel allege that Order 8900.1 guidance is not consistent with the regulations. The guidance in Order 8900.1 codifies a policy that has been in place and consistently and safely applied since at least 2011. The existing policy in the Order 8900.1 reflects the FAA's recognition of the importance of make/model specific training. For years, the FAA has correctly stated, "To accomplish the best training, use the specific airplane that you plan to routinely operate, with a well-qualified instructor who, preferably, has recent experience in the specific make and model."¹ Training is the cornerstone that makes our aviation system the safest in the world, due in large part to the fact that training is accessible to pilots as often as they want or need it. Significantly, the proposed policies in this letter would unnecessarily limit access to make/model training.

Specifically, we are concerned about the following proposed policy changes discussed in the FAA's June 4, 2021, letter:

1. Prohibiting owners of experimental aircraft from receiving flight instruction in their own aircraft without specific FAA permission to do so in the form of a Letter of Deviation Authority (LODA). There are 176 active LODAs issued to experimental aircraft, currently required only when the aircraft is being provided by the instructor rather than the student, which primarily is used to provide transition training for aircraft builders without make and model experience. With over 27,040 amateur-built and a total of 39,321 experimental manned aircraft on the registry, a number that grows by nearly 1,000 aircraft annually, Flight Standards District Offices will be overwhelmed by experimental aircraft owners applying for LODAs just so they can accomplish the required flight review in their own aircraft, or hire an instructor to help them improve their takeoff and landing techniques. FAA Order 8900.13 requires a detailed application package and FAA staff must review curriculum, CFI qualifications and more, then determine whether to issue a LODA. After issuance, the FSDO must provide surveillance of the flight training pursuant to the LODA, which has a limited duration and must be renewed. Never before has the FAA required experimental category aircraft owners to obtain a LODA to be trained in their own aircraft, nor is there a legal requirement to do so. Adopting a policy that creates an additional barrier to these owners obtaining flight instruction is contrary to FAA's continuing mission and will not further aviation safety.

2. Prohibiting owners of over 300 limited category aircraft from receiving flight instruction in their own aircraft without specific FAA permission to do so in the form of an Exemption from 14 CFR § 91.315. There are 8 current exemptions issued to entities which provide both the instructor and the limited category aircraft to students⁴, and the typical processing time for such an exemption is four months from application submission to approval. Exemptions are discretionary and limited in duration, so owners are not guaranteed an approval nor timely processing. Never before has the FAA required limited category aircraft owners to obtain an exemption to be trained in their own aircraft, nor is there a legal requirement to do so. Adopting a policy that creates an additional barrier to these owners obtaining flight instruction is contrary to FAA's continuing mission and will not further aviation safety.

3. Prohibiting owners of primary category aircraft from receiving flight instruction in their own aircraft without specific FAA permission to do so in the form of an Exemption from 14 CFR § 91.325. Upon a review of available resources, there does not appear to be a single

exemption issued for the purposes of obtaining flight instruction in a primary category aircraft, nor does it appear likely that FAA has a policy in place to issue such an exemption. We cannot know how long it would take for the FAA to process such an exemption, but requiring each of these owners to obtain an exemption to receive instruction in their aircraft would place a significant burden on these owners. Adopting a policy that creates an additional barrier to these owners obtaining flight instruction is contrary to FAA's continuing mission and will not further aviation safety.

4. Limiting access to flight training in a specific make and model of an aircraft. The FAA must issue a policy affirming the pathways that allow owners to obtain training in their own aircraft. In addition to innumerable advocates of aviation safety, general aviation insurance underwriters understand and appreciate the importance of make and model specific training based on actual claims data, and typically require it of policyholders as a condition of coverage. By encouraging affected owners to obtain training in any "standard category aircraft in which the pilot is rated," rather than the specific make and model aircraft the pilot will be operating, FAA is actively and effectively taking a stance to harm aviation safety. In fact, current FAA policies, such as those for aircraft with operating limitations that require an FAA-Issued Authorization, state that "No pilot will be found qualified for issuance of an authorization for a specific aircraft based entirely on initial training in a comparable aircraft."⁵ An owner needs to know how to expertly fly their own aircraft—the safest and most readily available means to accomplish this is through flight training in their own aircraft.

The seeming disregard for negative safety impacts, administrative feasibility, and operational experience while advancing new policies and bureaucratic processes being perpetrated from the Office of the Chief Counsel stand in stark contrast to longstanding Flight Standards regulations, policies, practices, and procedures that have made and kept our National Airspace System the safest in the world.

We stand ready to work with you to quickly correct this situation due to the negative impact on safety, training, and instruction that has been levied due to FAA's new legal interpretation that flies in the face of longstanding policy.

We are prepared to use all available means to ensure this situation is corrected as soon as possible. In the meantime and due to the enormous confusion that has been created, it is in the best interest of the aviation community for the FAA to issue a statement that it will not take legal enforcement action related to the proposed new policies to pilots and flight instructors until a satisfactory resolution has been reached.

We appreciate your positive and timely consideration of our request. Sincerely,

Signed by multiple groups and agencies

(Editor's Note: The interpretation by the FAA would also prevent owners of experimental aircraft from receiving flight reviews every other year in their own aircraft without the LODA. So – what does that do to a "chec kride" in a single seat aircraft like Ken's SubSonex?)

MOA Operations

If you learned to fly at Woodring, you are quite familiar with MOA operations. Below is an article that might be useful as a refresher for flying in the vicinity of Vance AFB.

[Sponsored by Aircraft Spruce](#)

TRAINING TIP: FOR MOA INFORMATION

June 7, 2021

By Dan Namowitz

You plot the direct course for a VFR cross-country and find that it crosses the widest expanse of a large military operations area. Can you fly through it? (Yes.) Should you?



That's a judgment call to be made on a case-by-case basis. Sometimes mixing in with an MOA is unavoidable, making it crucial for a pilot to be thoroughly briefed and mentally prepared.

MOAs are a form of special-use airspace. They come in all shapes, sizes, and frequency of use—in some cases by high-speed military aircraft—so the navigational considerations they can impose on a flight route make MOAs a good laboratory experiment in aeronautical decision making for you.

What goes on in MOAs is described in Aeronautical Information Manual section 3-4-5, and as most student pilots who have paid attention to their ground school lessons on airspace know, VFR pilots are not forbidden entry but should "exercise extreme caution while flying within a MOA when military activity is being conducted."

Basic information about an MOA's activity schedule and which agency "owns" (controls) the airspace is given in the information panels of sectional charts. But as the AIM notes, MOA status "may change frequently. Therefore, pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation."

By the book

A private pilot applicant must exhibit satisfactory knowledge of route planning, including taking the airspace classes and special-use airspace into consideration.

If the MOA is active and you decide to push through—MOAs overlie some airports, or perhaps flying through is preferable to flying over inhospitable terrain outside it—it is recommended to contact the listed controlling agency for flight advisories before proceeding.

AOPA reported May 27 that it may become easier for pilots to receive the latest information on MOA status under a congressional mandate for the FAA and the Department of Defense to deliver the real-time status of SUA and MOAs to properly equipped cockpits soon.

Also, a recent update to AIM section 3-4-1 gives guidance on how to check for uncharted temporary MOAs and temporary restricted areas in NOTAMS, on the FAA's SUA website, and other resources.

If staying updated on the status of MOAs strikes you as complicated, you're not alone. After steering a VFR pilot away from a temporary MOA that was "hot" from 6,000 feet to Flight Level 200, an air traffic controller vented safety concerns in an Aviation Safety Reporting System filing, recommending additional controller training on the subject "so I will be better prepared" to help pilots stay safe.

The most famous Aero Commander is coming home.

Join us on site at Wiley Post Airport to see...
President Eisenhower's 1955

FREE Admission



AIR FORCE ONE

Saturday, June 26 10 am to 4 pm
Sunday, June 27 10 am to 3 pm

Wiley Post Airport

Plus other historic aircraft like the T-34, PT-19 and others.



Airshow • Car Show • Fly-In
Saturday, June 19
Chickasha Municipal Airport

Featuring
Kate Kyer • Falcon Flight Formation Team
Curt & Paul Richmond • RC Jets

Free, all day family fun!
Car Show • Food Trucks
Free airplane rides for children at 9 a.m.
Airshow starts at 12:30 p.m.
Bring your lawn chair & sunscreen!
Info: chickasha.org/airshow



Presented by the City of Chickasha & Chickasha Wings
Airshow coordination and operations by David Schultz Airshows LLC

INTERNATIONAL AEROBATIC CLUB IAC 119 AIR CAPITAL EAGLES

AFC



OPEN HOUSE BURGER BURN

Saturday June 26th 11am-1pm

Augusta Flight Center

4800 W Beech Dr, Augusta, KS 67010

IAC 119 is hosting an Open House and Burger Burn to celebrate National Aerobatics Day.

AFC AEROBATIC DISCOVERY FLIGHTS

Augusta Flight Center will be attending to advertise their Aerobatic Discovery Flights for \$119
Call AFC at (817) 658-7219 to schedule your flight!

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FLAT ROCK



FLY-IN!

JUNE 19TH 2021

STREET TACOS!
SIDES & SALSA

10:00^{AM} TO 2:00^{PM}

LUNCH SERVED AT 12:00^{PM}

ALL FOOD IS LOCALLY SOURCED & PREPARED BY EXECUTIVE CHEF
KATIE COSS



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0L32 - CHOUTEAU, OK

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